The Passing Lane

🦀 Making an Impact

The long awaited accident diagram interface for CRIS is complete. It's called Impact and it promises to help accelerate the generation of accident diagrams based on CRIS resident Washington State Patrol data.

The Impact installation file contains the AREV program you use to generate an accident report for the whole county. Impact itself is an Autolisp program with supporting dialog control, menu, drawing, and initialization files and requires AutoCAD to operate. Once it's installed, clicking on the Impact icon on your Windows desktop brings up the standard AutoCAD menu with an Impact pulldown. The Graph function of the pull down starts out by asking you to identify your report file from CRIS (see inset). It then lists all the intersections in the report so you can choose one of them. You can also choose the maximum number of accidents that may be represented by a symbol, the text size on the drawing, and the proximity to the intersection in which accidents are plotted. Once the graphic is complete, you can run the Report function to list the information attached to each symbol in a dialog list. You can also write this information to a comma delimited text file, ready for import into a spreadsheet.

Download IMPACT10.ZIP from our FTP site. Follow the instructions in the readme.txt file for proper installation. Impact installation instructions only work for running in Auto-CAD R13 Windows. I think that those with a keen knowledge in this area could also get it to work in previous versions of AutoCAD. Call us if you need any help installing or running Impact or about running the CRIS report. If you can't get to the Internet and would like Impact on a diskette instead, give us a call. We're also looking for comments about enhancements, so let us know.

Inside this issue:

- **Get hit with Impact!**
- **Mobility on the move**
- **Lisping is cool**
- **Get a Job!**

The Passing Lane is a publication of the Washington State County Road Administration Board. Unauthorized distribution is strictly forbidden unless accompanied by boisterous praise for the below mentioned staff.

Deus Editor ex machina:

Melanie J. Palmer

Technicality Editors Supreme:

Eugene L. Ryser
John Donahue, P.E.
Jim Giacolone
Dr. John McEachron

🦀 CRAB 🐾 CEAL 🐟 CRIS 🦅 EAGLE PT

To install the needed AREV procedure, do this:

In CRIS, Hit F5 for a TCL

Type:

COPY DOS **C:\IMPACT**\$IMPACT TO:(CRIS_UTIL $IMPACT

(Replace bold text with appropriate path to where Impact resides on your drive)

Hit enter

Type: COPY DOS **C:\IMPACT**\IMPACT TO:(VOC IMPACT

Hit enter

Press Esc to leave TCL

To generate the report, do this:

Go to the System menu > Definitions and enter in your desired variables for Load Program, Last Complete Accident Year, Accident Analysis Span and Intersection Range. You can create a variety of reports by changing these.
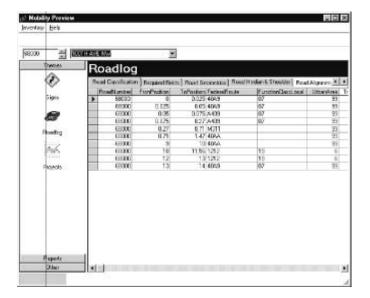
Bring up a TCL once more (F5) and type: IMPACT

Note! Changing the accident variables is the method to create different reports, if you want a different year, or a wider radius around a Reference Point, you would change it in the System Definitions area and then re-run the last step again. This can take considerable time, depending on your data and system.

☙ Get a glimpse of Mobility

A preview of Mobility, the new Windows™ based software product that will replace CRIS can be downloaded from our website. Mobility requires a 32-bit Windows operating environment (Windows95 or NT) and uses the concept of Topics and Themes to organize the user interface. Topics are a logical group of data items or fields, and Themes are a logical collection of Topics.

Shown here is an example of the Roadlog topic. The user can select topics by clicking on the tabs above the data grid and select topics by clicking on the appropriate icon on the left. Another neat feature is the ability to create custom themes, pulling data from different topics for a more personalized interface.

Look for the downloadable preview on Mobility's own webspace, *http://tech.crab.wa.gov/Mobility/.* MobilityP1.exe is an installation program and will install Mobility on your computer, stop in and read all about it. Let us know what you think!

☙ CRAB staff opening

A computer staff position opening at the CRAB office has been announced. It's a project position with a duration of 2 years to assist in the development of Mobility, the Windows replacement for CRIS. The position requires a Bachelor's degree and two years of programming experience, or four years of programming experience including, in either case, one year of programming Visual Basic.

The announcement will go out as a normal State personnel job announcement, so if you're interested and don't receive those announcements, please contact Karen at (360) 753-5989 or e-mail *karen@crab.wa.gov* for an application packet. **Call soon!** There is a limited window of opportunity.

🦅 Watch your surfaces

When using the -2 code to identify the superelevation limit, be sure you're using more than 2 design surfaces (meaning, more than one roadway material) in the template definition. A probable program error causes unpredictable results with only 2 surfaces. For example, an incorrect dialog box in Roadcalc | Xsections | Load Surface Libraries | Design would list gravel and subgrade only, defining a single material to be built. A correct dialog would list surfacing, gravel and subgrade, defining two materials to be built. Let us know if this clears up any problems processing templates you've been having using the -2 code.

☙ King County Department of Transportation - Website review

A must stop during your ride on that Internet highway is the King County DOT Roadways site, at *http://www.metrokc.gov/kcdot/roadways.htm.* Here you will find a wealth of information on programs, projects, and services provided, from Adopt-a-Road to Road Vacations. The Editor found it a great resource for upcoming projects, including a map and detailed information. There's a hidden gem in there about something called #FIXIT, a new concept in pothole management and public relations. Stop by and see.

🦅 Summit at the Summit

Thanks to all of you who took the time to attend our organizing meeting at Snoqualmie Pass in May. We received a lot of input about what you're looking for this year at the conference (At the Pass, October 8-10) and what you want to see in the way of new systems. Kevin Stewart from Caice, the new system replacing CEAL at WSDOT, was kind enough to take time out of his busy schedule to introduce that product. Everyone in attendance seemed impressed with the features and usability of Caice and CRAB will be exploring how we can cooperate with those counties interested in Caice.

We also learned a bit about Intergraph and their new marketing agreement with CLM, the makers of CEAL. Then on to what to expect in Civil 97, the next release of Eagle Point (and the first built for Windows) scheduled for release in mid-September.

With all these systems around, we were getting somewhat confused about how CRAB Support should be addressing the systems to users. We followed the meeting by sending out a brief survey to try and get a fix on where people stand with their current system and how they think CRAB should be involved. We're still compiling the results, but given the current turmoil in the market, we've decided to maintain CEAL for the coming year (97-98) and use the fall conference to feature news and information about these competing systems. This gives us all a 12-month window in which to decide if CRAB should move to support counties interested in other products such as Caice, Intergraph, Softdesk, etc.. In the coming year, we'll be spending time with these products and will be developing our own recommendations and user forums to help YOU decide what you're going to do as well.

We are extremely grateful for the input from all of our customers. By the way, it's not too late to send in your survey! Check under those sofa cushions or in the recycling bin or ask CRAB for another copy if you can't find yours and send it in today.

🦅 Custom Solutions from CRAB

You will find these Eagle Point goodies from your friends at Design Systems Support at *ftp://ftp.crab.wa.gov* (and they're FREE!)

Stay in Sequence (REORDER.LSP)

Station/Offset reports produced using COGO | Report | Calculate Station-Offset can be imported into the drawing if you print the resulting list to a file and import that file into the drawing using Drafting | Text | Import. The resulting list is in node sequence order instead of station sequence. If the station value is the first column in the report (deselect Node Number in the print configuration before printing), then this program will reorganize the list to either station sequence or station sequence left then station sequence right. *Thanks to Lisa Tiddens at King County Roads, Survey Section for the suggestion.*

Site Design Smarts (SDFIX.LSP)

Site design projection and catch lines produced using Site Design | Project | Project Slopes end up on layer by function but not by orientation (is this cut or fill). This program examines these lines and modifies the projection lines so they end up on separate cut and fill layers, and replace the catch line with separate polylines representing catches in cut and fill. *Thanks to Bruce Klug at Clark County Public Works for the suggestion.*

Plotting without the tedium (EAGLEPLT.LSP)

Although not new, just a note to let you know that it's still available and still useful. Automatically loads and plots all or a selected number of cross section or plan/profile sheets in a selected subproject. *Thanks to the many who (strongly) suggested it.*

Ceal Eagle Point Translation (CEAGLE.LSP)

The replacement for the popular but unpronouacable MAP_EAG.EXE is now available in beta. It'll run faster and will run inside of AutoCAD to translate CEAL 7.x Map, DTM and END files to Eagle Point.

Super Deluxe

Now we've all heard the comments about the Eagle Point superelevation data interface. The point in the short term is that the report fields for superelevation data (station/rate) will become edit fields in Civil 97. That's the good news. The other news is that if you're designing in imperial units in Eagle Point 13.x, the tables shipped with the product are not appropriate for non-spiraled curves. You need to load the .LIB file and the .TBL files that are on the CRAB FTP site into your /SUPPORT/ directory. These are set up for the default situation delivered with Eagle Point 13.2. If you have added a speed table or changed the RCHTABLE.LIB files since installing 13.2, then you may have to alter the index in RCHTABLE.LIB and change the file names on the .TBL files so that the file numbers correspond with the entries in the index.

Look for RCHTABLE.LIB and RCHST017.TBL to RCHST021.TBL at *ftp://ftp.crab.wa.gov* in the Design Systems/Eagle Pt file area or call Design Systems support for your free copy. Now the next time when you use the Speed Tables option in Roadcalc, you'll be able to choose such favorites as English 6% no spirals, not to be confused with Olde English 7%. How about that.

Accident Data is In!

We just received the traffic accident data from the Washington State Patrol which includes all of 1996. DrJohn is ready to distribute it this week. Give us a call on the CRIS line, (360) 664-CRIS if you'd like to get your county's data via e-mail, FTP, or the old fashioned way, on a diskette.

Subproject Copy (almost)

The copy subproject sure looks good in the Road-calc/Manage Subproject dialog but one thing it won't do is open support drawings in the subproject in order to reorganize xrefs. This means that if there are plan/profile sheets in your subproject that you will need to load each one and run the AutoCAD XREF command to Detach the RCPRF###.DWG and Attach the RCPRF%%%.DWG, where ### is the old three character subproject number, and %%% is the new three character subproject number.